

THE OMAHA DAILY BEE

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Subscribed in GEORGE B. TSCHUCK, before me this 16th day of August, A. D. 1903.

PARTIES LEAVING THE CITY. Parties leaving the city at any time may have The Bee sent to them regularly by notifying The Bee Business Office...

For once King Corn was saved by the clouds. St. Nicholas will soon begin to inspect the chimneys.

We are coming, Father Ak-Sar-Ben, more than 1,500 strong.

All things considered, Nebraska has fared very well with the premature equinoctial.

It is to be hoped that the irrigation congress will turn on more water than the Mining congress and a good deal less gas.

Now that the political campaign is fairly opened an advance in the price of hen fruit is reported by the commission merchants.

It may not be generally known, but it is nevertheless a fact, that an eminent Nebraskan once filled the position of consul general at Beyroot.

Before Omaha embarks in an active anti-grain rate discrimination campaign it will have to organize the Commercial club on the same lines on which the Kansas City Commercial club has fought its campaigns.

The long haul and the short haul and the haul all together is what the railroad traffic managers are working for, and Omaha business men may as well understand first as last that the traffic managers will not change their policy until they are obliged to.

It is rather late in the day to uncoil the correspondence between Bismarck and Emperor William I, before the iron chancellor had become a prominent figure as an imperial premier.

The bill to erect a quartermaster's warehouse in Omaha passed congress in February, 1902, and the announcement that the plans are nearly ready will create gratifying surprise.

If St. Louis has neglected to invite the prince of Wales to the World's fair, that fact should not keep him away from the country.

Omaha extended a most cordial invitation to the prince of Wales five years ago, but for reasons that have never yet been divulged his royal highness did not deign to put in an appearance at the Transmississippi exposition.

It is all right for the mayor and council to grant a right of way for the proposed Eighth street viaduct, but it is all wrong to obligate the city to pay for the electric lights above or below the viaduct.

The railroads can well afford to pay for these lights, so long as they do not pay their full proportion of city taxes on the grounds, streets and tracks, and even if they do pay city taxes on the actual value of their property as they should, the privileges granted and the saving of damages for injuries to man, beast and vehicle are well worth the cost of a few arc lights.

AN EXCELLENT IDEA. Governor Vansant of Minnesota, in an address before the Chicago Press club, said that his state has an idea, which he explained as follows: "In obedience to law lies the safety of the state and the nation. Minnesota pledges herself to stand by her idea until it applies to every foot of her territory and to every individual in her broad domains."

Every good citizen will admit that this is a most sound and excellent idea and Governor Vansant has shown in practice that he most earnestly believes in it. To him belongs the credit of having inaugurated proceedings against the Northern Securities company and he has shown as the chief executive of Minnesota a firm determination to enforce the laws.

While there is grave doubt whether the Board of Fire and Police Commissioners has any more right or authority to tie up the city for five years in the proposed contract than it would have in a debt for the city in the erection of fire engine houses without the concurrence of the mayor and council, there is no valid reason or excuse for negotiating such a contract even if the board had exclusive authority to incur a liability way beyond the term of its members.

It will be pointed out, however, that a clause is embodied in the contract authorizing the city at any time to acquire the telephone wires and plant at an appraised valuation under eminent domain process.

There have been from time to time, though not very recently, reports regarding the treatment at Ellis island of immigrants which was a reproach to that branch of the public service.

It is possible that there is room for further improvement in conditions there and it is for the purpose of informing himself as to this that the president will visit the island.

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In discussing the character and extent of the supervision exercised by the several states over railroads within their jurisdiction the Interstate Commerce commission in its annual report points out the fact that thirty out of the forty-five states of the union have exerted control over railroads through commissions, while fifteen are without commissions.

What is true of Texas is true of New Orleans and nearly all the other points along the gulf coast. New Orleans' exports of wheat and corn in the fiscal year 1902 were 27,377,373 bushels, as compared with \$1,150,000 for New York, which has hitherto usually stood at the front.

It shows a drift toward the gulf of much commerce which until recently has been going to the Atlantic coast. The fact that New York is not a port of call for the grain is a matter of vast consequence.

The assessment of Greater Chicago, which has just been completed by the Board of Review, shows an increase of \$18,150,554, over the assessment of last year.

Referring to this showing the Philadelphia Ledger remarks that these corporations, the great majority of which were mere paper balloons, have yielded to the laws of trade.

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ment. The bogus combinations, with millions of paper obligations representing nothing but present losses and unrealizable hopes, have run the course that has been run in similar periods of speculation time and time again, and have reached their end without any outside interference.

It will take a good many political mathematicians to figure out how a straight republican candidate, nominated by democrats, can, under our election law, have his name inserted on the official ballot as a democrat, or democratic republican.

With more than sixteen millions in sight for irrigation reservoirs and canals, the irrigation congress should have no difficulty in devising plans and finding locations where the money can be spent.

Now the farmers want a trust. The best trust for them is trust in elbow grease. It is the man who works his muscles and not his politics who gets ahead in this country.

The rural mail carriers want higher salaries and better roads. They should drive a good bargain with them by increasing their stipends on condition that they spend a portion of the increase in putting wide tires on their wagons.

How grim old Bismarck would laugh if he could know that the sculptor who is creating the national monument in the Berlin cathedral has represented him as a knight of the middle ages.

When the public stops to compare the several scandals that are now being brought to light in the various governmental departments at the nation's capital with the moral rectitude of the father of his country, the attention abroad, since it will be regarded there as having a political, as well as a strategic significance, it is understood the proposition to send these boats to Asiatic waters came from the general board of the navy, and it is not admitted that the orders regarding the destroyers have any special meaning beyond the desire to furnish Rear Admiral Evans with some useful swift craft which can be used in shallow waters.

One of the most trying things that the beauty loving vacationist has to endure on his return to urban haunts is the presence of his old enemies, the sign board signs.

It is questionable whether the city would want to buy out and operate the entire telephone system even if it found it to advantage to own and operate its own fire alarm system.

There is nothing to be gained by the city in forestalling telephone competition or foregoing the benefit of new inventions by tying itself up for five years, and we do not comprehend on what grounds such a contract would be justifiable.

It is a peculiar fact that in the long history of presidential conventions, New York has had but one, and that was held when the democrats nominated Horatio Seymour for the presidency in 1856.

It would be something of a novelty for a republican national convention to assemble in New York City, and it would in all likelihood be far more desirable to hold it there than in St. Louis, which is pushing hard for it, but which the exposition will make the most overcrowded city in the union during the greater part of next summer.

It was shown that one of the fastest engines owned by that company was made under the most favorable circumstances to exceed 93.1 miles per hour.

The experiments were made on a twenty-five-mile stretch of track, which was in perfect physical condition, and with a slightly descending grade.

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Minor Scenes and Incidents Sketched on the Spot.

The large and varied assortment of human suckers who snap up every ballot book that drifts their way keeps a bunch of postal officials on the jump chasing the fakirs who operate through the mails.

Several pathetic "holers" have reached the Postoffice department from women who believe they are good looking appealing for revenge on a colony of fakirs.

The legal branch of the Postoffice department has not determined whether fraud orders can be issued, but inasmuch as the mails were used in interesting ways of cities to make nominations of "types of beauty" and for the distribution of literature it is believed that this can be done.

Considerable interest attaches to the trip of the torpedo boat destroyers to the Asiatic station, says the Army and Navy Register.

The district government has granted the formal permit to the Philadelphia, Washington & Baltimore railroad, as the Pennsylvania road is known here, to construct a new tunnel under the United States capitol building and the adjacent blocks and streets.

The permit had been held for several weeks because of a difference between Major Hiddle, the engineer commissioner, and the railroad engineers in regard to the motive power to be used to propel cars in the tunnel.

Electricity was finally agreed on. The tunnel, which is 2,000 feet long, beginning at the intersection of Massachusetts avenue and First street, Northeast, going under Capitol Hill to New Jersey avenue and D street, Southeast.

One of our commercial agents in Germany reports upon a system of lighting railway trains by electricity which he considers the best solution of the problem.

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Advertisement for Crossett Shoe. "Take Your Feet Out of Prison... \$3.50 SHOE \$4.00... 'Makes Life's Walk Easy.'... LEWIS A. CROSSETT, Inc., NORTH BRINGTON, MASS.

PERSONAL NOTES. Even vast wealth has its disadvantages. John D. Rockefeller receives more anonymous letters than any other man in the whole country.

Tommy-Papa, which are the walking delegates. Tommy's Father—Those men that just went by in carriages—Somerville Journal.

James Barton Adams, in Denver Post. Now once again the breeze sighs a semi-mourning tune.

Now once again the Willeboey discards the negligee. And figures loud to call the time of day.

And Panama and fancy straws are in the air. And tender brains are covered by the soft Federal hat.

And Indian summer, tinged with gold, effluvia will claim the fronting stage. Of Nature's autumnal advantages in Music.

Advertisement for Brownell Hall, Omaha. "A Boarding and Day School for young women and girls. Special course requiring two years for high school graduates..."